LISTING OF THE CLAIMS

1-5 (cancelled)

6. (previously amended) The tire of Claim 10, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 0.05 and 0.8.

7. (previous amended) The tire of Claim 10, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 0.5 and 0.7.

8. (previously amended) The tire of Claim 10, wherein said second rubber decoupling layer has a damping ratio tan δ less than that of said first rubber decoupling layer.

9. (previously amended) The tire of Claim 8, wherein said second rubber decoupling layer has a damping ratio tan δ below 0.08 measured at a frequency of 10 Hz, at a temperature of 60°C, and at a peak-to-peak dynamic deformation of 10%.

10. (previously amended) A tire comprising a crown, two sidewalls and two beads, a carcass reinforcement anchored in said beads and a belt reinforcement;

wherein said belt reinforcement comprises two superposed reinforcing rows formed by cords parallel in each row and criss-crossed from one row to the other by forming angles (α, β) with the circumferential direction ranging between 10° and 70°;

wherein between said reinforcing rows, at least two rubber decoupling layers of different mechanical properties are placed axially adjacent;

wherein each of said rubber decoupling layers is in contact with said cords of said reinforcing rows;

wherein a first rubber decoupling layer is placed between the center part of said reinforcing rows;

wherein a second rubber decoupling layer is placed on at least one side of said first rubber decoupling layer and extends at least as far as the corresponding lateral ends of said reinforcing rows; and

wherein said belt reinforcement comprises, on the same side as said second rubber decoupling layer, an additional reinforcing row of cords oriented in the circumferential direction and extending axially roughly like said second rubber decoupling layer.

11. (previously amended) The tire of Claim 10, wherein said additional reinforcing row is placed radially outside said reinforcing rows.

12. (previously amended) The tire of Claim 10, wherein said additional reinforcing row is placed radially inside said reinforcing rows.

13. (previously amended) The tire of Claim 10, wherein said additional reinforcing row is placed radially between said reinforcing rows.

14. (previously amended) The tire of Claim 10, wherein the H/W aspect ratio is greater than 0.55.

15. (previously amended) The tire of Claim 10, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.2 and 20.

16. (previously amended) The tire of Claim 10, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.5 and 10.

17. (previously amended) The tire of Claim 19, wherein said first rubber decoupling layer has a damping ratio tan δ below that of said second rubber decoupling layer.

18. (previously amended) The tire of Claim 19, wherein said first rubber decoupling layer has a damping ratio tan δ below 0.08 measured at a frequency of 10 Hz, at a temperature of 60°C, and at a peak-to-peak dynamic deformation of 10%.

19. (currently amended) A tire comprising a crown, two sidewalls and two beads, a carcass reinforcement anchored in said beads and a belt reinforcement;

wherein said belt reinforcement comprises two superposed reinforcing rows formed by cords parallel in each row and criss-crossed from one row to the other by forming angles (α, β) with the circumferential direction ranging between 10° and 70°;

wherein between said reinforcing rows, at least two rubber decoupling layers of different mechanical properties are placed axially adjacent;

wherein each of said rubber decoupling layers is in contact with said cords of said reinforcing rows[.];

wherein a first rubber decoupling layer is placed between the center part of said reinforcing rows[,];

wherein a second rubber decoupling layer is placed on at least one side of said first rubber decoupling layer and extends as far as the corresponding lateral ends of said reinforcing rows[,];

wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.2 and 20; and

wherein the H/W aspect ratio is less than 0.55.

20. (previously amended) The tire of Claim 19, wherein the zone of contact between said cords of said reinforcing row whose axial width is the smaller of the two and said second rubber decoupling layer is axially greater than 5 mm.

21. (previously amended) A tire according to Claim 19, in which the zone of contact between said cords of said reinforcing row whose axial width is the smaller of the two and said second rubber decoupling layer ranges axially between 20 mm and 1/3 the axial width of said reinforcing row.

22. (previously amended) The tire of Claim 19, wherein each second rubber decoupling layer extends axially more than 3 mm beyond the lateral ends of said cords of said reinforcing rows.

23. (cancelled)

24. (currently amended) The tire of Claim [27] 19, wherein the ratio between the moduli of elasticity of said second rubber decoupling layer and said first rubber decoupling layer ranges between 1.5 and 10.

25-30 (cancelled)

31. (currently amended) The tire according to claim 10, wherein said additional row[s] of cords has substantially the same axially inner extension as said second rubber decoupling layer.

32. (currently amended) The tire according to claim 10, wherein said additional row of cords has substantially the same axially outer extension as the axially widest [belt reinforcement reinforcing] superimposed reinforcing row.